

WEATHER AT ITS WORST

PIRITS OF THE STORM HOLD HIGH REV

TRAVEL DELAYED BY ICE.

The prudent man rises while it is yet night and dresses himself with a chest protector, a mackinac and a linen duster. He carries a block of ice

back, a fan in his pocket, a pair of snow-shoes is held, an umbrella in his hand and a pair of over-shoes on his feet. Then the weather haws the prudence of that man to soon and turns his wise chattering foolishness. Rain and snow come, and the cold wave tell the crew of the weather for the last thirty hours. Yet as there were furies of snow which floated through the air like elder down; then the sun shined out the house-tops and bathed the city in yellow light, and last of all a blast from the changes of the northwest wind swept over the city and spread chill and discomfort.

The streets were inundated with slush, and the rivers of water were run up along the streets. The horses were sloughs and the horses were narrow pools. Rubber overshoes afforded slight protection from the ice-rail slush which covered the earth. Shoes as light as fairy boots and shoes as heavy as ferriboots could not be like unable to resist the influx of the flood.

There was no unworthy craft, which shipped great quantities of bilge water at every step.

On the city streets, no sooner did unwary pedestrians to make their way across them than there was a swirl of slush, and the shoe-tops of the adventurous sank below the water-line. The street-car companies cleared their tracks and left a channel in which the water collected and was splashed high by the hoofs of the prancing steeds which carried the equipages of the lowly over the iron rails.

The stage coaches on the city streets were a scene of confusion. There was considerable difficulty with the rule which provides that children of tender age be carried for half fare. To get against future loss full fare was collected for passengers in arms whose parents wished to ride as far as Seventy-sixth.

The elevated railroad trains were running under their usual heading. The men who pose as drivers of the streets sauntered about the sidewalks, looking at the masses that could be seen in the road and not swept, and wondered what the people of New-York were going to do about it. The ground of snow and water seemed to have been poured from a special receptacle. As slush it should have been marked A1. The rivers were bloated with ice, and the ferriboots could not get into the slips without backing several times.

It was a day of ingathering for the tugboat captains. A fleet of tugs went down the bay on the look-out for vessels hauled in. The tugboat captains considered it a good day for the tugboat captains. They were willing to play the part of good Samaritans at the expense of time. Lighters and barges ran aground or were jammed in by the ice. Incoming steamers could not get to their piers without the assistance of several tugs.

The harbor was like a big punch bowl filled with pieces of cracked ice. The ice stretched about the shore to the water. All ferriboots were more or less delayed. Their slips were more or less up by the work of the tugboats. All the boats abandoned schedule time, and the South River ferry and Staten Island boats could hardly make a trip in an hour.

Hudson City of the Pennsylvania

Railroad left his slip at Jersey City last night. With a
 number of passengers on board and also a large
 quantity of mail and express matter. When the boat
 reached Deshobers, it was seen by the tugboat
 and was ordered to return to her slip at Jersey City
 and load her cargo to the ferryboat Cincinnati, run
 by the Cortlandt street route. The Hudson City did
 not return to her slip till 7:50 o'clock. The ice in
 the river was so great that the company was obliged
 to stop running boats to Longhorens at, after the
 city met with her accident. The average time
 of a trip between Jersey City and New York
 was about thirty minutes.
 The tugboat, which ties up at night
 morning, the tugboat was sunk at 5 o'clock
 at her berth in the Hudson City. There was no one
 on board at the time but the watchman, who escaped
 to the dock as the boat was sinking. The
 of damage, which will be done as soon as the
 of cargo.
 Around the Upper Bay the wind blew at the rate
 of eight miles an hour, and off Sandy Hook last
 night the gale whistles along at a speed of forty-four
 miles an hour. The spirits of the people held a
 broken was as unquieting as a pink tea.
 weather, followed by rain to-day.
 RAILROADS BADLY CRIPPLED
 TRAINS DELAYED OR ANTERED
 REASON OF THE STORM.
 VILLAGES IN NORTHERN NEW-YORK BURIED
 UNDER THREE FEET OF SNOW-BOSS
 THAN THE GREAT BLIZZARD OF

BADLY.

[BY TELEGRAPH TO THE TRIBUNE.]

Albany, Feb. 22.—After eighteen continuous hours the snow stopped falling about 6 o'clock, but the precipitation measuring fifteen inches. The greatest fall of any liberal supply remaining from last storm, but the heavy snows piled up and piled up, piled the streets high up and in places to twenty-six miles an hour is drifting snow badly, and in some streets the banks are four feet high. Trains from all directions are from ten hours late, despite the fact that they are made as light as possible, and that draw are two and four engines each. Those that are the latest storm in this section, having been the heaviest, are now running only within the city proper. Regular trains on the Boston and Albany are abandoned. The surprise of most of the citizens, Company B, Battalion, Captain G. James Greene, made a parade this afternoon. It is a time-honored custom of the company to parade on Washington's Birthday. Poughkeepsie, Feb. 22 (special).—The heaviest storm since the 18th of December has been continuing until 4 o'clock this afternoon. The snow has continued until 4 o'clock this afternoon, sixteen inches on the level and snowed on foot deep. During the morning three trains bound south on the New-York Central and Hudson River Railroad were stalled north of Springfield. A wrecking train and 100 men were sent from here to shovel them out and 100 men were sent from here to shovel them out and 100 men were sent from here. During the day the local trains were

York at 3.30 p. m. On the Philadelphia and Reading road an express train from the West was stuck at East Walden, and on the New-York and New-Jersey road trains were discontinued early in the morning for the day. On the Newburg, Dutchess and Connecticut roads, the last left Millerton this morning, and on the New-Haven line trains was discontinued. On the Erie through trains also had a hard time. Country highways in every direction are almost impassable. On the Harlem Railroad the mail train which left New-York this morning got as far as Millerton, and being unable to get further returned to New-York.

Glens Falls, N. Y., Feb. 22.—The streets of Glens Falls and of all the Villages in Northern New-York are buried this deep in snow. The piles of snow in many of the streets are fifteen feet high. This is the heaviest storm in years.

Rondout, N. Y., Feb. 22.—The snowstorm began here about 9 o'clock last night is one of the most severe ever remembered. At Catskill, Hudson and Saugerties the streets are practically desolate and the roads leading to the surrounding country impassable. Railroad communication has been interrupted on all railroad lines between Kingston and Delaware and Westbury. The Kingsburgh, the Rock cuts, and Westbury are stalled on the east and Delaware and Westbury are stalled on the west. The Kingsburgh and Westbury, the rock cuts, the rock cuts, of which there are many on both of these roads, being filled with snow to a depth of from eight to ten feet. On the New-York and New-Jersey road trains have been unable to go beyond Hightstown since Saturday last, owing to the filling of the tracks with snow. The New-York and New-Jersey, and the present storm has made things worse. Memorial services and other events arranged for the celebration of Washington's Birthday have been postponed, owing to the storm.

Rochester, Feb. 22.—Snow is falling here from the north and continued to-day. Street traffic is impeded. Advice from the railroad companies that all trains are late and that drifts are forming.